



# RUDDER FLUTTER

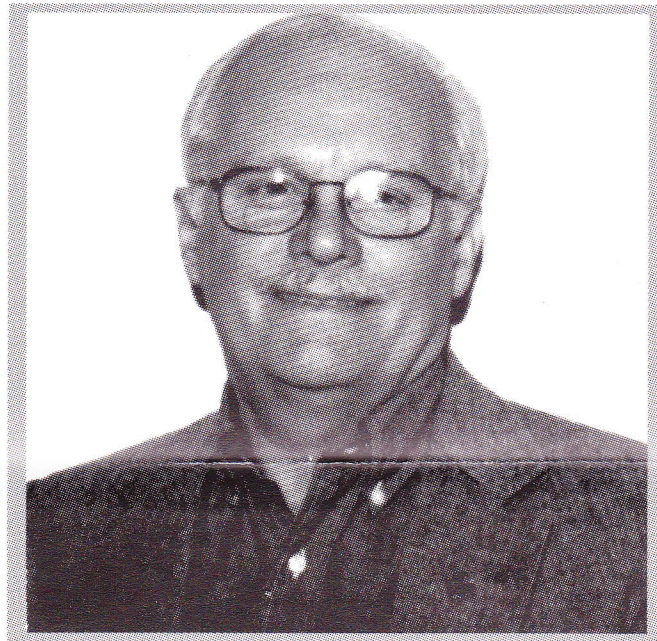
Idaho Transportation Department, Division of Aeronautics  
To foster, develop, and maintain Idaho's aviation programs, facilities, and services.

## ITD DIRECTOR SELECTS ROBERT J. MARTIN TO HEAD AERONAUTICS

By: Keith Bumsted  
Acting Aeronautics Administrator

After a national search spanning a five-month period, we are pleased to announce the appointment of Mr. Robert J. Martin as the Administrator of the Division of Aeronautics in the Idaho Transportation Department (ITD). Martin will assume his duties on Monday, April 16, 2001 succeeding Bart Welsh who retired on October 31, 2000 and more recently, Keith Bumsted, ITD Deputy Director who served as acting administrator in the interim.

Martin assumes this important position with ITD after a distinguished career in the aviation program of the U. S. Forest Service spanning over 22 years from 1979 through the present time. He first worked as the Aviation Maintenance Manager for 10 years between 1979 and 1989 where he was responsible for planning, development, and implementation of the maintenance program for



Bob Martin, new Aeronautics Administrator

fixed-wing aircraft, rotorcraft, a large transport fleet, and contracted aircraft. In this role, his primary concern was safety of operations through aircraft maintenance and inspections, and he participated in a number of accident investigations and served on Boards of Review.

From 1989 through 1999, Martin served as the National Aviation Safety and Training Branch Chief where he managed the overall aviation safety effort for a flight program that logged more

(See Martin on Page 10)

Spring 2001 Volume 47, Issue 2								Idaho Division of Aeronautics 3483 Rickenbacker Boise, ID 83705 208/334-8775
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## FROM THE ADMINISTRATOR:



*By: Keith Bumsted  
Acting Aeronautics Administrator*

**T**he first regular session of the 56<sup>th</sup> Idaho Legislature has concluded and a number of legislative measures favorably affecting aviation were enacted. Our thanks go out to the hardworking men and women in Idaho's citizen legislature for their support in enhancing and improving future prospects for the state's aeronautics program. This has truly been a banner legislative year for Aeronautics that will provide an important foundation for the work that lies ahead.

As many of you know, the funds received by the Division of Aeronautics from fuel taxes, registration fees, and other Aeronautics' sources are deposited into a dedicated fund in the state treasury for support of the major programs operated by the Division. If there is a cash balance in the fund, the state treasurer invests the idle fund balance in order to earn interest. Prior to June 30, 2001, all interest on idle Aeronautics' funds has been transferred to the state's general fund where it is used to support the general operations of state government. However,

starting July 1, 2001 interest earned from investing the Aeronautics cash balance will be credited to the Aeronautics fund rather than the general fund. Our estimate is that approximately \$31,000 per year in interest earnings will be added to the fund. During the next fiscal year, we have allocated all such interest earnings to the Airport Planning and Development Program for use as matching funds on airport improvement projects. After the enactment of the bill to capture the interest, we went back to the Joint Finance Appropriations Committee and obtained approval to add this amount to our spending authority for next year. These funds will provide much-needed match for federal capital improvement projects at Idaho airports.

In another legislative initiative, aircraft registration requirements were clarified with respect to the time period for which the Division of Aeronautics can accept registration. Registering an aircraft with the Division provides an exemption from personal property taxes. Presently, because aircraft owners may register for prior calendar years, local county assessors were effectively foreclosed from assessing property taxes on aircraft that were not registered with Aeronautics. Under the new legislative initiative, the Division will be able to accept registration applications only for the current year, or the upcoming year, but not for prior years. This measure allows aircraft owners a choice of having their aircraft assessed for

personal property taxes or registered with Aeronautics. The registration rate is unchanged from \$.01 per pound of gross weight to a maximum of \$200.00 per year whereas personal property tax assessments are based on the value of the aircraft. For Idaho aircraft not registered with Aeronautics, applications will be sent to owners of record as of July 1, 2001. Aircraft not registered by November 1, 2001 will be referred to county assessors for assessment of local property taxes. Registration fees received by the Division of Aeronautics under this program are earmarked for airport improvement projects throughout the state.

Another major legislative initiative involved appropriations of both state aeronautics funds and state general funds for the Airport Planning and Development Program. Early in the legislative session, an additional \$300,000 in Aeronautics' funds was appropriated for FY-2001 for the airport grant program, and for the first time, \$350,000 in general fund appropriations was added to the airport development program for FY-2002 bringing the total for next year to \$1.3 million for Idaho's airports. As a result, the FY-2002 airport grant program will be able to provide up to one-half of the match on federal airport improvement projects for general aviation airports and one-fourth of the match for commercial airports under the new AIR-21 bill. Airports not eligible for federal aid will also see an increase in funding allocation for next fiscal year.

*(See Administrator on Page 4)*



## RADIO CHATTER

By: Frank Lester  
Aeronautics Safety/Education  
Coordinator

**T**his from the October 1999  
Callback, "Say 'Bye Before  
Hi' "

...A First Officer describes the  
last leg of a LONG day:

*...It was a trip to the Northeast,  
weather to near minimums on 3  
of 5 legs, snow falling heavily on  
frequent occasions and each leg  
a maximum of 200 miles...[with]  
NO autopilot. The tension was  
high all day....*

*As we taxi out, I ask for [the]  
appropriate checklists. At this  
point ...we are exhausted [from]  
flying...in weather that is  
miserable, with snow and  
minimum visibility, and the high  
pace of Center working [us], on  
a day that has had no end. We  
call our position on the field,  
announce runway taxiing to,  
position runway, departing to  
SW, altitude...the usual callouts.  
Out of 6,000 feet we call  
Center...Center says, "HI and  
Tower would like to say  
goodbye" – in person. Captain  
is 2 inches tall and I am writing  
NASA. ("get out of jail free  
card" – ed.) They were very  
understanding only because  
nobody in their right mind was in  
the air that day and there were  
no close calls. In the flurry of  
cockpit duties, I was so far ahead  
that I switched out tower  
frequencies with [previous  
airport's] frequencies...*

*Exhaustion is no excuse, only a  
reason to slow down and  
regroup. The alternative is not  
pleasant and far too quiet for us  
all.*

We often try to speed our way  
through our pre-takeoff  
checks for many reasons.  
Whatever they are, make sure  
that what you are thinking is  
what you are doing. It is  
imperative that we stay ahead  
of the aircraft especially when  
the weather is bad or the  
traffic is heavy...but not too  
far ahead.

### Farewell...

Please join us at Aeronautics  
in wishing Keith Bumsted  
good-bye and good luck in his  
upcoming retirement. We  
appreciate his help and hard  
work as our acting  
Administrator. His leadership  
has provided an important link  
in the transition between  
Administrations. Keith and  
Nora will remain in the Boise  
area and Keith plans to  
continue to participate in the  
planning for our annual  
conference as well as our  
Flight Instructor  
Refresher/Pilot Safety Clinics.  
The best of luck and  
happiness in the future  
and thanks for all you  
have done.

### From the Front Office...

If you have recently sold  
your aircraft, please notify  
us in writing as to the tail  
number, who the aircraft  
was sold to and the date  
of the sale. If one of our  
Idaho pilots unfortunately  
passes away, we must  
again be notified in writing  
as to the name of the  
deceased and the date of  
death. This will be a  
tremendous assist in  
keeping our records  
accurate and up to date  
as well as keeping you  
from receiving  
unnecessary mailings.

## ACE ACADEMY 2001



**BOISE, ID  
JULY 16-18**

**Pick up applications  
from your school, your  
local airport manager or  
Fixed Base Operator, or  
the Division of  
Aeronautics.**

The *Rudder Flutter* is published by the Idaho Division  
of Aeronautics, Office of Safety and Education.  
Articles appearing in this publication are the opinion of  
the writer and do not necessarily represent the views of  
the Staff, the Administrator, or the Department. All  
reasonable attempts are made to ensure the accuracy of  
the articles contained herein. The *Rudder Flutter* is  
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July, and October. Submissions for publication in a  
particular issue are due in this office 30 days prior to  
the publication date of that issue.

### IDAHO TRANSPORTATION DEPARTMENT

Governor *Dirk Kempthorne*  
Director *Dwight Bower*  
Aeronautics Administrator *Robert Martin*

### AERONAUTICS ADVISORY BOARD

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Website: <http://www.state.id.us/itd/aero/acrohome.htm>



## AIRPORT MAINTENANCE DESK:



By: Mark Young, Aeronautics  
Airport Maintenance Manager

### New Caretaker...

**G**ene Nett, long time caretaker at Cavanaugh Bay has elected to retire and pursue other opportunities. His many years with the Division allowed him to become a valuable asset as well as a knowledgeable resource. Wife Kathy retired from nursing a couple of years ago, so hopefully they will both have more time for grandchildren and the *finer things in life*. We wish the best of luck to you Gene, and thank you for your many years of service to the folks visiting the Cavanaugh Bay airport.

### Fly-Ins...

As of mid-March we know of five organized fly-ins at three different airports. When looking at the dates listed below, please bear in mind there are always a few other fly-ins, at Johnson Creek in particular, of which we are unaware unless known by and subsequently advised by our caretakers. Also keep in mind the annual Father's Day fly-in at Smiley Creek.

**June 9-10** IAA at  
Garden Valley  
**June 12-19** National

Guard (4 Blackhawks) at  
Smiths Prairie  
**June 22-24** 180/185 Club  
at Garden Valley  
**July 6-9** Quiet  
Birdmen at Johnson Creek  
**August 3-5** 180/185 Club  
at Johnson Creek (same  
weekend as the harmonica  
festival)

If other groups, clubs, or organizations are planning fly-ins, we encourage you to contact us so that we may notify others who might be planning one on the same date at the same location.

### Runway Work...

Our maintenance crew will be performing various jobs on the runways at Garden Valley and Smith Prairie during the spring. Please watch for NOTAMs before heading out during the spring and early summer.

### Administrator

(Continued from Page 2)

The initiative to provide general fund money to Idaho airports was part of Governor Kempthorne's rural economic development program. Please thank your local legislators for their support of this important measure.

In a separate legislative action, the Aeronautics Advisory Board is being expanded from three to five members effective July 1, 2001 in recognition of the importance and expanding role of aviation. The current chairman of the advisory board, Mr. William Parish of Moscow, has been reappointed by

the Governor to a new 3-year term and will be joined by two new at-large members after July 1. Terms of the new board members will be increased to five years and special emphasis will be placed on experience and knowledge of commercial aviation, airfreight operations, general aviation and backcountry flying. The Aeronautics Advisory Board provides advice and counsel to the Idaho Transportation Board with respect to policies and programs to enhance, support and improve aviation within Idaho.

Finally, I wish to acknowledge and pay tribute to the fine work of the staff of Division of Aeronautics in advancing the cause of aviation in Idaho. There is no group that works harder or is more dedicated to aviation in Idaho than the aeronautics staff. Mr. Robert Martin will be installed as the Administrator of the division of aeronautics on April 16, and I'll be leaving my position as Deputy Director of the Idaho Transportation Department on April 27 after six years. This is my second tour of duty as the acting aeronautics administrator and it has been my pleasure and privilege to be associated with such a fine program and a great group of people. I appreciate and thank you for your generous support.

**If you own a silk screening business or know of someone who is a member of Idaho's aviation community that does, please notify the Division of Aeronautics. We want to silk screen shirts for the next Idaho Aviation Festival!**



## SPEAKING LOCALLY:

### A NICE PLACE TO GO!

To all of you who call inquiring if the restaurant at the Emmett Airport has opened after their winter break and for those who may not know its there, well...here's the straight scoop!

The "Tee Time Café" at the Emmett Airport is open again but under new management, Chris and Helen Goff. The former owners, John and Pauline Ness, enjoyed their winter break so much this year that they just decided to keep it going. We all wish them many years of travel and fun together in their retirement with good health!

The atmosphere at the café is friendly and simple with indoor or patio seating and the food is great. Helen's desserts are second to none and a very tasty Sunday Brunch is offered from 8:00 AM – Noon each week.

We pilots are always looking for a place to go where food is offered, so fly on over the hill and come visit us at the Emmett Airport. If you want to play a round of golf, Chris and Helen have equipment for rent. Their current hours are 8:00 AM – 6:00 PM, 7 days a week, year around. Starting in April, they will be open until 8:00 PM. Drop by the hangar as well and enjoy some hangar flying with whomever may be "hanging out" at that time. Look forward to seeing you! By the way, Chris and Helen offer catering for all occasions...just call them anytime at 365-2675.

DON TAYLOR  
Airport Manager

### ...and from the Boise AFSS...

On March 1, 2001, the Boise Automated Flight Service Station activated their new phone system. The following numbers have changed:

Administration Main Number:  
208-332-0200  
Administration FAX Number:  
208-332-0253  
Operations Main Number:  
208-332-0246  
Operations FAX Number:  
208-332-0254

The following numbers have not changed:

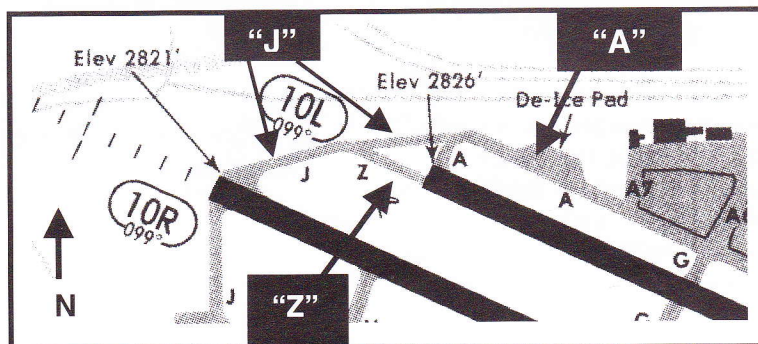
Weather Briefings:  
343-2525 (within the Boise area)  
1-800-WX-BRIEF (within Idaho only)

Clearance Delivery/Closing  
Flight Plans:  
1-800-253-3459

### ...and Then Boise Airport Ops Said...

According to a memo from Boise Airport Operations, dated February 6<sup>th</sup>, there have been three Pilot Deviations since December 2000, all involving clearance to taxi to Runway 10L. This clearance takes a pilot from the terminal area down Taxiway "A" to the

Hold Short line at the approach end of 10L. In all three cases, the pilots failed to stay on Taxiway "A" and continued onto Taxiway "J" (see illustration below). In addition, all three failed to stop at the Runway 10L Hold Short line on Taxiway "J", thereby violating the safety area for Runway 10L. Be advised that clearance to taxi to Runway 10L is only clearance to the west end of Taxiway "A", and not clearance to use Taxiways "J" and "Z" to reach Runway 10L.





## 2001 IDAHO AVIATION CONFERENCE DRAWS LARGEST AUDIENCE EVER

By: Joe Relk  
ITD Public Affairs

**G**overnor Dirk Kempthorne helped kick off the Ninth Annual Idaho State Aviation Conference at a luncheon on March 1 at the Doubletree Riverside Hotel in Boise. The conference, which was held

infrastructure, which includes airports.

"Make a trip to the third floor of the Capitol and find your legislators to tell them how important infrastructure is to rural communities," Kempthorne said. "I can't do this on my own."



Speaking at the Kickoff Luncheon, Governor Kempthorne officially opens the 9<sup>th</sup> Annual Idaho Aviation Conference.

from March 1-3 at the hotel, also included a presentation from Jim Coyne, a former Reagan Administration official and current president of the National Air Transportation Association. Humorist and aviation expert Rod Machado delivered the keynote address at the March 3 banquet that closed the conference.

At the kickoff luncheon, Kempthorne urged a sold out crowd of about 150 people to lobby legislators for the \$1.3 million he wants for improvements to rural

Coyne began his presentation by telling the audience that aviation has a crucial role in everyone's life, whether people realize it or not. He illustrated his point by using the L.L. Bean shirt he was wearing. L.L. Bean ships approximately 15,000 pieces of clothing daily from a small rural airport to meet its demand from catalog sales. Coyne's shirt was on one of those daily shipments, and thanks to aviation, that shirt became part of his conference wardrobe.

Air travel also makes it possible for people to live and work in rural areas, Coyne said. Coyne predicted that air traffic will continue to increase in the future, and emphasized the importance of increased funding for rural airports.

"I believe you're going to see an explosion of private personal and corporate jet traffic in this country," Coyne said.



Robinson R-22 on display

Conference pictures courtesy of Joe Relk and Mark Hall of ITD PA



The three-day conference drew 475 people — 45 more than the 2000 conference — and had an average daily attendance of about 200 people. Frank Lester, Aeronautics Safety/Education Coordinator, said he was pleased with the results of the conference.

"We had increased attendance at the conference, new events and more vendors," said Lester. "The conference was a tremendous success."

Machado brought the conference to a close on



Horace A. Bohannon, a member of the Tuskegee Airmen and guest speaker at the Aviation Hall of Fame Lunch.

March 3 with his humor-filled presentation entitled "Mayday, Mayday, My Teeff Just Fell Out." Machado has logged more than 8,000 hours as a pilot and is considered an expert in the field of aviation safety. He kept the audience laughing during the evening presentation with stories based on personal experience throughout his aviation career.

Here are other highlights from the conference:

Horace A. Bohannon, an Atlanta resident and

Tuskegee airman, was the keynote speaker at the Hall of Fame luncheon on March 2. Nearly 1,000 African-American pilots were trained at Tuskegee Army Air Field in Alabama, with 445 seeing combat during World War II. Bohannon served as a fighter pilot

with the 99<sup>th</sup> Fighter Squadron from 1942 to 1945. Three individuals were inducted into the Idaho Aviation Hall of Fame during the luncheon: Lyn Clark, one of the first female backcountry pilots in Idaho; Mike Loening, who pioneered scheduled air service among Idaho cities; and Don Duvall, manager for the Boise Airport for nearly 30 years.



Rod Machado presents Jonell McCoy of Lewiston her award for First Place in the Aviation Art contest

The winners of Idaho's annual Aviation Art Contest were honored during the closing banquet on March 3.

The Idaho 99s held a seminar for non-flying spouses and friends of pilots. The Idaho 99s is the state chapter of an organization of women pilots originally formed in 1929. Amelia Earhart was one of the original 99 members.

Mark your calendar for next year's event, scheduled for Feb. 28 through March 2. For more information, call Frank Lester at 334-8780.



Rod Machado entertains a sellout audience at the Saturday banquet during the Annual Aviation Conference



The following letter was received in our office in late January:

2007 East 'E' St.  
Moscow, ID 83843

January 15, 2001

Division of Aeronautics  
Wayne Pickerell  
P.O. Box 7129  
Boise, ID 83707

Dear Wayne,

I am typing this letter with overwhelming feelings of thankfulness and gratitude that I am still alive. It is difficult to express in words the emotions that my family and I feel after going through the traumatic and life-changing helicopter accident that occurred that fateful afternoon.

It was a long night of physical and emotional agony. The feelings of helplessness and uncertainty made death a reality. I contemplated my own mortality and fought with every bit of energy I had. Many times I felt like giving up and tried to sleep fully aware that sleep would bring hypothermia and an easy escape from the pain I was suffering from. But, I could not. Thoughts of my wife and family encouraged me and gave me hope to see them again. The still night air was filled with a prayer that I would be rescued; my prayer was answered.

Although this accident is devastating with 2 fatalities, I feel as if I get a second chance at life. It may be a long road to recovery, and despite the noisy confusions of life, I am at peace with my soul. With all life's sham, drudgery and broken dreams, it is still a beautiful world; and I have the opportunity to enjoy it thanks to you and your effort in rescuing me.

Thank you,

Matt and Amy Lucia and family

*(Matt Lucia was the sole survivor of a helicopter crash in the Lochsa east of Grangeville last December. This letter is printed as "food for thought" and as thanks to all volunteers who participate in searches for missing aircraft and airman. This one had a happy ending. - Editor)*



## AVIATION MEDICAL MATTERS

*By: Mike Weiss, M.D., CFII and Paul Collins, M.D., AME*

### OXYGEN- Don't Leave Home Without It?

**A**t altitudes above 60,000 ft MSL body temperature is enough to vaporize water. This represents the highest altitude humans can theoretically tolerate without a pressure suit or pressurized cabin. Actually, the real limit is about half of that because above 32,000 ft MSL even breathing 100% Oxygen will be insufficient to saturate the oxygen carrying hemoglobin in the blood and a pilot or passenger would be rendered unconscious in seconds. Breathing air (which contains 21% Oxygen) an unconditioned human would have only seconds to minutes of consciousness above 19,000 ft MSL. At 15,000-18,000 ft MSL, judgment, coordination, memory, and calculations are severely impaired and visual focus is lost. If you ever wondered why the FAA sets the absolute requirement for supplemental Oxygen at 15,000 ft MSL, this is why. Even if you live in Ketchum (6000 ft) or Idaho Falls (4700 ft) and your body is conditioned to higher altitudes, it is not a good idea to push these limits. Smoking, drinking alcohol, some drugs, and viral illness can decrease altitude tolerance acutely by 8,000 ft. Chronic lung or heart disease can cause hypoxia even with 100% Oxygen at sea level.

Hemoglobin binding of oxygen follows what is called an "S curve", meaning that at its limits the ability to maintain saturation falls very quickly. Conditioning moves the curve up slightly, but doesn't change the shape of the curve, so pushing the altitude limit even a little bit, will have a huge physical effect.

Symptoms of hypoxia (low blood oxygen) are quite variable between individuals. That is why the Air Force provides pilots with an altitude chamber experience so they will be familiar with their own symptoms, hopefully, recognizing them quickly in the few minutes of useful consciousness in which they will be able to react. Symptoms include: (1) Increased breathing rate, headache, fatigue; (2) Light headedness or dizziness and listlessness; (3) Tingling, warm sensations or sweating; (4) Poor coordination, impairment of judgment; (5) Loss of or reduced vision and sleepiness; (6) Pallor or bluish discoloration of the skin, fingernail beds, or lips; (7) Behavioral and emotional changes, crying or laughing, a feeling of dread or, even euphoria, a feeling of well being.

Vision is most sensitive to hypoxia, and night vision more sensitive than day vision. A pilot flying at night at 8,000 ft MSL is 24% blind, at 12,000 ft MSL is 50% blind. That is why supplemental Oxygen is recommended when flying above 5,000 ft MSL at night.

When flying in stressful situations, for example single pilot IFR, use of supplemental

Oxygen also should be considered at lower altitudes than required by FARs. 10,000 ft MSL might be a good operational "physiological zone" for the typical pilot.

Most Oxygen systems for unpressurized general aviation aircraft use continuous flow systems. These consist of an Oxygen tank, a pressure regulator and either a nasal canula (pronged tubes that fit in the nose) or a rebreather bag. The canula is good only to about 18,000 ft MSL, while the rebreather bag is good to up to 25,000 ft MSL.

Portable Oxygen systems cost about the same as a good GPS or hand-held Nav-Com, and may be a good investment for Idaho pilots who routinely fly at higher altitudes than flatlanders. Although not legal when supplemental Oxygen is required in flight, medical Oxygen systems can be rented inexpensively and are not specifically illegal for use in a personal "physiological zone". These come with nasal canulae and a tank with a pressure regulator, much like a portable system you might buy from Sporty's Pilot Shop. There is a theoretical risk of water in the system freezing and blocking the flow. Oxygen suppliers usually provide the same gas for medical use that they provide to aviation. In any event, if you keep the tank in the cabin, freezing should not be a problem. A medical system which uses an Oxygen concentrator device, should not be used because it

*(See Oxygen on Following Page)*



## Oxygen...

*(Continued from Previous Page)*

is not safe at altitude, and, anyway, is more expensive.

So...how does this translate to flying around Idaho? Think about the places we go...Indian Creek, Sun Valley, Challis, or maybe Chamberlain Basin, or even Cold Meadows. These are places that possibly put you at altitudes that not only stress your airplane but also yourself. Always consider your own lungs when you have to lean your engine to best performance – it is the same process – except that you cannot “lean your lungs” for best performance. You have to be prepared to add some oxygen to the mix. Having a portable Oxygen system in your plane can mean that when you need to climb to 11,000 feet to get around buildups over the Root Ranch, you can at least keep your brain “turbocharged” even if your engine is not. This is especially true when you fly at night. Even going from Boise to McCall on a clear evening can mean that you will be hypoxic. You will probably be flying a bit higher to make sure that you have more options in an emergency therefore, you will certainly be higher than that “Air Force Altitude” of 5,000 feet. The point is that you need to think about your body’s needs as well as your airplane’s, even when you are not that far off the ground. It is the density of the air that matters, not the density of the ground that you can see.

Here are some online sources of information about the use of Oxygen in flight. Take a look, understand your limits as well as the plane’s, and be safe at any altitude.

- <http://www.vnh.org/FSManual/01/SectionTop.html>

- <http://www.cani.jccbi.gov/AAM-400A/Abstracts/1997/am97-07.html>

- <http://www.cani.jccbi.gov/AAM-400A/Abstracts/1997/am97-09.htm>

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## Martin...

*(Continued from Page 1)*

than 118,000 hours per year. In this position, he played a key role in the Fire and Aviation Management organization, and in adopting safety as a core value. As a result of those efforts, the agency experienced the lowest accident rate in 39 years.

During the past two years, Martin served as the Assistant Director for Fire and Aviation Management where he developed and implemented aviation operations and safety policies, objectives and plans. These experiences provide a good background in providing leadership and guidance for Idaho’s aeronautics programs.

While his most recent duty station has been in Washington, D.C., Martin and his family maintained their home in Eagle, Idaho. Martin

has a bachelor’s degree in business administration from Boise State University, a master’s degree in aviation management from Embry-Riddle Aeronautical University and FAA certificates for Inspection Authorization, Airframe and Powerplant, and as a pilot.

In his new position, Martin will head a 12-member staff with an annual budget of over \$3 million and major programs in airport planning and development, state airport management and maintenance, search and rescue, aviation safety and education and flight operations. Important emphasis areas include the continued development of cooperative relationships with Idaho airport owners and managers and implementation of major capital improvement programs under AIR-21. The state has recently taken steps to increase the level of grants available to local airports to match federal funds under AIR-21 as well as providing direct assistance to airports not eligible for federal aid. Other Aeronautics’ programs will also be strengthened through outreach programs and cooperative working relationships with aviation interest groups throughout the state.

Martin is looking forward to meeting the many individuals who are involved in Idaho aviation. Please join us in welcoming him back to Idaho and to the Division of Aeronautics. He can be reached at (208) 334-8788



## CALENDAR OF EVENTS

### 2001

#### MAY

5	Gooding Airport Flyers Association Fly In for Breakfast at Driggs, ID Kit John 208-886-2646 or Lois Wartluft 208-934-4730
12	Top Fun Flyers Planes and Cars Payette, ID Steve Clements 323-1585
12	Sunrise Sky Park Fly-In Sylvan Adamson 208-466-2149
17-20	Challis River of No Return Mountain Flying Clinic Challis, ID Bob Plummer 208-879-5900
26	Top Fun Flyers Memorial Day Competition Parma, ID Steve Clements 323-1585

#### JUNE

2-3	Top Fun Flyers Garden Valley Fly-in Garden Valley, ID Steve Clements 323-1585
7-10	Challis River of No Return Mountain Flying Clinic Challis, ID Bob Plummer 208-879-5900
9-10	IAA Garden Valley
12-19	National Guard Smith's Prairie 4 Blackhawk Helicopter
15-17	Top Fun Flyers Wood River Chicken Drop Steve Clements 323-1585
21	Top Fun Flyers Summer Solstice Evening Flight Steve Clements 323-1585
22	Top Fun Flyers Bar B Q Nampa, ID Steve Clements 323-1585
22-24	180/185 Club Garden Valley
26-29	McCall Mountain/Canyon Flying Seminars McCall, ID Lori MacNichol 208-634-1344

#### JULY

4	Top Fun Flyers 4 <sup>th</sup> of July Celebration Council, ID Steve Clements 323-1585
6-9	Quiet Birdment Johnson Creek
7	Gooding Airport Flyers Association Fly-In Breakfast and Open House, Gooding Airport, ID Kit John 208-886-2646 or Lois Wartluft 208-934-4730
10-13	McCall Mountain/Canyon Flying Seminars McCall, ID Lori MacNichol 208-634-1344
16-18	Aviation Career Education (ACE) Academy Boise, ID Frank Lester 208-334-8775/800-426-4587
17-20	McCall Mountain/Canyon Flying Seminars McCall, ID Lori MacNichol 208-634-1344
20-22	Wilderness Within Reach Johnson Creek Joe Corlett 208-336-1097
21-22	Top Fun Flyers Garden Valley Take Two Garden Valley, ID Steve Clements 323-1585
23-27	McCall Mountain/Canyon Flying Seminars Sulphur Creek (Return Participants Only) Lori MacNichol 208-634-1344

#### AUGUST

3-5	C-180/185 Club Johnson Creek
4-5	Top Fun Flyers Donnelly Fly-In Donnelly, ID Steve Clements 323-1585
10-12	15 <sup>th</sup> Annual NW Mountain Family Fly-In/Aviation Safety Conference McCall, ID John Goostrey 208-334-1238/800-453-0001 ext 225
18	Top Fun Flyers Weiser Fun Fly/Poker Run Weiser, ID Steve Clements 323-1585



Idaho Division of Aeronautics  
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2001 EVENTS (con't)	
SEPTEMBER	
1-3	Top Fun Flyers Alvord Steve Clements 323-1585
8	CFI/Student Fly-In Northern ID (Location TBD) Frank Lester 208-334-8775/800-426-4587
8	Gooding Airport Flyers Association Family Fun Day Kit John 208-886-2646 or Lois Wartluft 208-934-4730
15-16	Top Fun Flyers State Competition Steve Clements 323-1585
OCTOBER	
6-7	Top Fun Flyers Jackpot Steve Clements 323-1585
26-27	Flight Instructor Refresher/Pilot Safety Clinic Red Lion Hotel, Lewiston, ID Frank Lester 208-334-8775/800-426-4587
2002	
FEBRUARY/MARCH	
28-2	2002 Idaho Aviation Festival (formerly <u>Aviation Conference</u> ) Double Tree Hotel, Boise Riverside, Boise, ID Frank Lester 208-334-8775/800-426-4587